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COUNTRY Germany (Soviet Zone)

SECURITY INFORMATION

REPORT NO. [REDACTED]

TOPIC Cottbus AirfieldEVALUATION see below

PLACE OBTAINED [REDACTED]

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DATE OF CONTENT 18 June to 27 July 1953

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DATE OBTAINED [REDACTED]

PREPARED 4 August 1953

REFERENCES [REDACTED]

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 18 and 30 June 1953, no air activity was observed at Cottbus airfield. Jet fighters were observed aloft on 1, 3, 4 and 11 July and single-engine planes on 7 and 8 July.
2. The following air activity was observed at the field between 2 and 16 July:
 - 2 July. There was little air activity in fair weather.
 - 3 July. MiG-15s practiced flying in formations of 2 and up to 10 planes. There was favorable weather.
 - 4 July. Intensive formation flying was practiced during the early morning.
 - 5 and 6 July. No air activity was observed.
 - 7 July. There was air activity by Yak-11s. The sky was 8/10 overcast.
 - 8 July. Yak-11s and MiG-15s were aloft.
 - 9 July. There was light air activity by Yak-11s.
 - 10 July. No planes were observed aloft.
 - 11 July. A few flights were made by swept-back jet fighters during the morning.
 - 12 July. There was no air activity.
 - 13, 14 and 15 July. There was intensive air activity by MiG-15s.
 - 16 July. No flights were observed.

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3. [redacted] 25X1X

[redacted] some of the VPL pilot students who were considered unfit would be replaced and that former pilots, not older than 35 years, would also be employed. He further stated that bad experiences were made with non-party members and with party members as well and that the VPL had been on alert status I between 17 and 30 June 1963. ²

4. In mid-July, swept-back jet fighters with colored upper edges on their rudder assemblies were observed at the field. Considerably many aircraft crates were still stored in the northeastern corner of the field and no crates were shipped away up to 16 July. ² The Fichte Strasse along the southern edge of the field was again released for public traffic. There had been a board fence most boards of which were removed by local residents.

5. The following air activity was observed at the field between 11 and 22 July:

11 July. Swept-back jet fighters flying individually and in formations of two practiced over Cottbus throughout the day. There was dull weather.

12 July. There was no air activity because of rainy weather.

13 July. Between 3 p.m. and 3:30 p.m., aircraft took off in groups of two and assembled to formations of four.

14 July. Between 3 p.m. and 4 p.m., MIG-15 and U-MIG 15 planes practiced flying in formations of five and individual local flights were made by Yak-11s.

15 July. Between 6 p.m. and 6:30 p.m., there was the same air activity as on the preceding day.

17 July. Throughout the day, there was air activity by planes in formations of four and six. The sky was cloudy.

19 to 21 July. No air activity was observed.

22 July. No swept-back jet fighters were stationed at the field. ¹

6. Source observed for the first time on 22 July that some aircraft crates from the northeastern corner of the field were shipped away. On 22, 24 and 25 July, each 10 crates were shipped on the Spreewald railroad to Cottbus freight station where they were transloaded on flatcars. There was intensive activity on the site where the crates were stored. Additional crates were hauled to the loading ramp from which source inferred that the about 60 crates which still remained on the site on 25 July would be also shipped away. Source observed at the freight station where the crates were transloaded that the side doors of many crates were open, that no aircraft were inside, and that the inner walls were apparently lined with insulating slabs. ¹

7. Prior to 22 July, the Funker Kaserne at the field was occupied by VPL. On 11 July, sedans [redacted] were parked on the Altmarkt in Cottbus. ⁴

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8. On 21 July, no aircraft were observed on the landing field or in the hangars which were open except for one. At 11:30 a.m., 26 aircraft were loaded on the spur track. At 1 p.m. at Cottbus railroad station, two flatcars loaded with two aircraft crates, each guarded by four Soviet soldiers, were coupled to a freight train bound for Frankfurt/Oder. The number of aircraft crates observed at the field at that time was reduced by about 30. On 27 July, no aircraft were observed at the field and 15 aircraft crates were loaded on the landing field. Eleven railroad tank cars with fuel arrived at the field on 21 July. 25X1X

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9. [redacted] Soviet soldiers and aircraft had left the field and allegedly were transferred to Welzow and that aircraft crates were shipped away on 21 July. 1

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10. [redacted] the Soviet air unit had left the field about 21 July and that the jet fighters had departed shortly before 21 July.

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11. [redacted] the Spreewald railroad line to the airfield was blocked for supply goods for 5 or 6 days beginning on 25 July because loading operations were to be performed at the field.

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12. On 26 July, no aircraft were stationed at the field and no activity was observed there. Forty to 50 large crates were stored on the edge of the field. [redacted] six large containers were near the fuel dump along the Cottbus-Werben road. Two Soviets and a MP sentry were posted in the terrain which was believed to be a collective point for empties.

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1. [redacted] Comment. The observed air activity by MiG-15s supports the assumption that the aircraft were mostly flown by Soviet pilots. [redacted] The evacuation of Cottbus airfield about 20 and 21 July 1953 was previously reported [redacted] 25X1
[redacted] observed 24 MiG-15s at Welzow airfield on 16 July 1953 and about 30 MiG-15s on 20 July. [redacted] It is believed that 25X1A
the Soviet training regiment of the VPL was again equipped with MiG-15s and organized as a tactical unit. The present location of the remaining 50 to 60 MiG-15s which, besides those at Welzow airfield, arrived at Cottbus in April 1953 has not been determined. No information has been received on the present location of the VPL units previously stationed in Cottbus. VPL Regt 602 which was formerly stationed in Kamenz is probably located at Drewitz airfield. [redacted] 25X1A

2. [redacted] 25X1

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3. [redacted] Comment. Most of the aircraft crates were probably vacant when being shipped away. Probably only the two crates which were guarded by Soviets contained aircraft. The aircraft crates were shipped away in conjunction with the evacuation of the field in order to preserve this valuable material from destruction by other units or the population.

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4. [redacted] Comment. The former Funker Kaserne is occupied by the VPL operations staff which was transferred from Berlin-Johannisthal to Cottbus.

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